

## THREE RAILWAYS WANT IT

Lively Bidding Expected at the Sale of the Pacific Short-Line Next Week.

An Enterprise That Looked Promising Until Jay Gould Got Control of the Union Pacific—Miscellaneous Railway News.

The Pacific Short-line will be offered for sale at public auction next Tuesday under foreclosure proceedings, by order of the United States Circuit Court. It is expected that there will be a sharp contest for possession of the property, as several companies are known to have had a covetous eye upon it for some time and will make the most of this opportunity to secure it. Among the bidders, it is understood, will be the Chicago, Milwaukee & St. Paul, the Chicago & Northwestern and the Illinois Central, the latter being the syndicate of the original bondholders. In railroad circles much interest has been manifested in the Pacific Short-line project from the first. It was originally an Illinois Central scheme, but was abandoned by that company and afterward taken up by the Wyoming Improvement Company. The intention was to build a line from Sioux City to Ogden, paralleling the Union Pacific, and shortening the distance by several hundred miles from the Missouri river to the Pacific coast. Sioux City was added to the line, and the route was put into the enterprise by Eastern capitalists. The whole line was surveyed and laid out, three different companies were incorporated, and 139 miles of road, between Sioux City and O'Neill, Neb., were constructed and put into operation. The enterprise looked promising enough until the financial panic of last fall, after which the outlook was changed. Jay Gould had gobbled the Union Pacific, and was understood to have taken an interest in the Pacific Short-line, which he controlled. The latter road, which is the only outlet from Ogden to the Pacific coast, was in hostile hands, and the Pacific Short-line people decided that it would be folly to complete their line under such circumstances. The property was allowed to go into the hands of a receiver, and is now to be sold by order of the court. The Illinois Central is not to be anxious to get possession of the road, and thereby gain access to the Black Hills territory. If it would fall into the hands of the Chicago & Northwestern it may ultimately be completed to Ogden, if not actually extended to the Pacific coast. The Chicago, Milwaukee & St. Paul would like to control the line because it traverses a rich agricultural section and taps the Wyoming coal and oil fields. It is the only source of revenue for the company that operates it.

Travelled Nearly 3,000,000 Miles.

A reporter of the Philadelphia Press claims to have found the man who has traveled the largest number of miles on earth. He is an employee of the Pennsylvania Railroad Company, and runs on the main line. In over forty-one years of travel he has covered the enormous total of nearly 3,000,000 miles. For over four consecutive decades his home may be said to have been practically on the rail. He has lived over the rattling wheels and behind the racing locomotive. In point of service he is one of the very oldest employees of the Pennsylvania Railroad Company. He is seventy-three years of age, but with his bright eye and sturdy physique he looks not more than twenty years younger. Mr. Wilhelm entered the service of the Pennsylvania Railroad Sept. 2, 1850, and has since that time been in its employ ever since. During thirty-eight years he has been traveling baggage-master, and made each week 1,412 miles and each year 73,811 miles. During three years of his forty-one years of service he ran as conductor on the Camden & Amboy division of the Pennsylvania Railroad, and for a year and a half on the Erie road. The distance is ninety-six miles, and he made two round trips or 384 miles a week, or 53,000 miles in all. During a year and a half of that three years he also went from New York through Philadelphia to Harrisburg, 420 miles, and for the year and a half a total of 38,700 miles. These two minor totals of 92,500 miles added to the 73,811 miles make a grand and magnificent aggregate of 2,858,776 miles. His closest competitor is Conductor S. G. Boone, who recently left the service of the Pennsylvania Railroad, and who says claim to a total of 2,847,000 miles. Then comes Trip Layton, now superintendent of the affairs of the Pennsylvania Railroad in Indianapolis, who claims the largest mileage, with 2,338,346 miles to his credit.

Personal, Local and General Notes.

W. P. Jiams, president of the Belt Road and Stockyards Company, is in the Northwest on a business trip.

M. C. Baker, formerly of the Lake Erie & Western road, has been appointed traveling passenger agent of the Colorado Midland road.

The fast-freight-line management's met and agreed to restore rates west-bound, week before last, but are issuing tariffs with a week's delay.

Frank Fogarty has been appointed general yardmaster of the New York Central at Buffalo, vice T. P. Maloney, who has been promoted to trainmaster.

The Erie, in connection with the Cleveland & Canton road, has established a new route between Cleveland and Chicago, the two roads connecting at Kent, O.

C. W. Fairbanks, president of the Terre Haute & Peoria road, and largely interested in several other roads, who has been absent on a vacation, returned yesterday.

Benjamin Vapp, private secretary of George Bender, superintendent of the Chicago division of the Big Four lines, returned last evening from a northern pleasure trip of two weeks.

In passenger circles the opinion prevails that the little rate war between the trunk lines will end with the present excursions. It is done, but little damage has been done to any of the trunk lines.

The Big Four scale of wages for trainmen bids fair to be adopted by a majority of the Indianapolis and Chicago roads. The new scale, New Albany & Chicago has adopted practically the Big Four schedule.

The stockholders of the Iowa Central will hold their annual meeting at the Nickel-plate last-freight line in St. Louis, yesterday, and last evening, in company with Traffic Manager Parker, of the Lake Erie & Western, left for Peoria on the midnight train.

The strike on the Lake Erie & Western proved of benefit to the United States express. The passenger trains were run as usual, and the business of the express company troubled during the strike, as no freight trains were running.

Y. T. Mallot left last evening for West Baden Springs. This evening he will go to Chicago to look after some matters in connection with the Chicago & Western Indiana road, he being the chairman of the board of directors.

John L. Blair is said to be the oldest railway official in the United States, both in years and time of service. He has been a road service in October, 1846. He is now president of two roads and a director in a half dozen other important lines.

The Boston & Albany has decided to meet the west-bound rates of the Pittsburgh and New York & New England roads, ignoring the differential of the two roads last made. This is a drop of 15 cents per 100 pounds on first-class from rates of a month ago.

Many of the lines in the Western Passenger Association are opposed to running more than two harvest excursions, and as a result the tickets for the third will be sold only to such points as come into legitimate competition with the Chicago & Alton road.

The Pennsylvania has just commenced the building of a monster locomotive at its shops in Altoona, Pa. An Altoona paper says it will be about three times as long as the average locomotive, will have two sets of driving wheels, one set being in the front and one set of pony wheels being under the pilot. The wheels will be 60 inches in diameter, and the locomotive can go around

curves. Two firemen will be necessary to supply the coal. The locomotive, it is alleged, will be powerful enough to haul a train of freight cars a mile in length.

The Vandalia has resumed working ten hours at the shops of the company with a full complement of men. The company is getting out of the new shops, which are its own shops, in addition to the repairing, which is quite heavy, new business is so good.

Nothing has occurred in many months which will tend so much to a restoration and maintenance of rates as the whipping of the Indiana, Illinois & Iowa road into the Western Freight Association, as this road has been a rate demoralizer in all directions.

The Pennsylvania Company will at once begin the erection of an immense freight station on its grounds in St. Louis. As now planned the building will be 700 feet long by 100 feet wide, with a main aisle, brick walls and slate roof. It is to be a fireproof building.

Yesterday General Manager S. H. Smith, of the Pennsylvania, resigned, and was handed in his resignation to President Moffatt. It is thought that this is done in sympathy with President Moffatt, who resigned a few days ago. It is rumored that other resignations will follow.

Improvements to the track of the Louisville, New Albany & Chicago road are not by any means at an end. Under the present management new ties are being laid to the track by the thousands, and gravel is being distributed all along the line at the rate of two hundred car-loads a day.

J. D. Riddell, the new commissioner of the Indianapolis Freight Bureau, is taking hold in a hands-on way, and is bringing out the usefulness of the association if it has any fields to look after other than those already occupied. The bureau, so far as Indianapolis is concerned, is still an experiment.

M. R. Spellman has been appointed general agent of the Illinois Central at New Orleans. Mr. Spellman was formerly superintendent of the Illinois Central at Springfield, Mo., but for several years past has been on the New Orleans & Gulf road, as its general manager, then as receiver.

The Pennsylvania Railroad Company has arranged to treat the freight representatives of the roads in the freight traffic association, which is being organized at Cremona, Pa., on Sept. 3. Free transportation will be given to the wives of the members, good to return until Sept. 30.

A rumor is current in New York that the Erie syndicate are about selling the Lake Erie road to the Pennsylvania Railroad Company, which will extend the line to St. Louis, leaving the main line a little this side of New York, and the Erie road to be sold at this point, knowing nothing of the contemplated sale of the road.

Yesterday morning there were over twelve hundred loaded cars on side-tracks at terminal yards and points on the Lake Erie & Western road. Every elevator and storehouse on the main line is filled with grain, and the Erie road is expected to require several days to get the business back to its normal condition.

Eastern papers say that Sidney Dillon is to resign as president of the Union Pacific Railroad Company, and is to be succeeded by Charles P. Craig, now general Eastern passenger agent of the Baltimore & Ohio road, has just closed his thirty-sixth year in railroad service, commencing on the Erie road in 1854 as telegraph operator. He was with the Erie twenty-five years, and in July, 1880, accepted the position he now holds. But few men in the business are so extensively known as Mr. Craig.

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All talk of trouble on the Peoria & Eastern on the part of the employees over the question of overtime, says one of the officials, is without foundation, as the power of the Peoria & Eastern is not in the hands of being run on time, and any overtime which is likely to be made will come under the provisions of rules already in operation. A train man is entitled to no more being delayed.

Special committees representing the Central Traffic Association, the Eastern Passenger Association and the Ohio Valley Association will have a conference in Chicago concerning the reconstruction of passenger rates from Cincinnati to the Pacific coast. A re-adjustment of these rates has been asked for, with a view to doing away with certain lines of the lines in interest.

An important change is to be made in operating the Denver & Rio Grande Western road. At present it is operated in three divisions. These will be consolidated into two, an eastern and western division. The eastern division will be 177 miles long, extending from the Peoria road, and to Helper, the western, 151 miles in length, extending from Helper to Ogden. The step is taken as a result of the fact that the Peoria & Eastern will make a similar rate. What the Lake Erie and the Pennsylvania will do now that the war has been opened, even on a limited scale, is not known. The Pennsylvania can hardly afford to meet it, as it would affect its local rate too much.

The passenger department of the Chesapeake & Potomac Electric Power Company has issued unique invitations to members of the General Ticket and Passenger Agents' Association, offering free transportation on a special excursion to the Potomac, to the Point Comfort, where the semi-annual meeting of the association will be held on September 10th. The excursion will be a unique accommodation of the members of the association and their families.

The excursion rates from Cincinnati to New York, via New York & Erie, are low as they are, proved a disappointment to the various roads making them. The number of excursionists that took advantage of the rates was comparatively small, and the enterprise has been unsatisfactory. The several roads engaged in this rivalry have decided to raise the rates, and have accordingly announced that they will return to their normal rates of fare and return to day.

A board of arbitration composed of General Passenger Agents J. Francis, of the Burlington & Missouri River; W. E. Davis, of the Chicago & Grand Trunk; and C. S. Lee, of the Northern Pacific, was in session at Chicago yesterday, hearing evidence and arguments in the appeal of the Rock Island road to the Chicago & Grand Trunk, the latter having filed a \$100 for malicious prosecution of the Santa Fe. The case is one in which the Rock Island road charges against the Santa Fe a doing a brokerage business.

From present indications there will be a severe freight-car famine all over the West before the crops are safely transported. Already the lines in Iowa are beginning to experience much difficulty in getting cars as fast as needed. The immense crops are being harvested, and the demand is growing daily. Iowa railroads are being much worried for the same reason, and it means not only of much-needed traffic, but loss of grain men.

The Cincinnati, Hamilton & Dayton company is expending money with a liberal hand in the converting of the Dayton, Fort Wayne & Chicago into a first-class road, and the Cincinnati & Dayton is determined to make it. The officials of the road are very confident that in the not very far future it will be a valuable road.

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pay dividends, except that it is bonded for treble what the road could be built for. These bonds are held largely by the Pennsylvania Company, which offers 7 per cent interest per annum, and after this is paid and the operating expenses, which are 58 per cent of the gross earnings, there is but little left for dividends.

Following is a statement of the business of all the lines of the Pennsylvania Railroad Company: All lines east of Pittsburgh and Erie for July, 1891, as compared with the same month in 1890, show an increase in gross earnings of \$205,316, a decrease in expenses of \$114,405, and an increase in net earnings of \$249,719. The seven months of 1891, as compared with the same period of 1890, show a decrease in gross earnings of \$177,284, a decrease in expenses of \$262,338, and an increase in net earnings of \$451,554. All lines west of Pittsburgh and Erie for July, 1891, as compared with the same month of 1890, show an increase in gross earnings of \$85,128, a decrease in expenses of \$38,312, and an increase in net earnings of \$123,840. The seven months of 1891, as compared with the same period of 1890, show a decrease in gross earnings of \$177,284, a decrease in expenses of \$262,338, and an increase in net earnings of \$451,554.

HOW TO MANAGE A CITY.

Rasmussen Has the City Engineer Recommend Lights for Streets in the Eighth Ward.

The Board of Public Works was again greatly embarrassed yesterday by a report from the engineer upon Councilman Rasmussen's petition for light through the Eighth ward. This report stated that gas or vapor lamps were badly needed as follows:

Cross street, between Washington and Market, one lamp.

Highland avenue, between Market and Ohio, one lamp.

Ohio street, between Highland and Hanna, two lamps.

Hanna street, between Ohio and Market, one lamp.

The corner of Summit and Keller, one lamp.

Ohio street, between State and Arsenal avenues, two lamps.

Summit street, between Ohio and Keller, one lamp.

Market street, between Arsenal and State, two lamps.

Random street, between Washington and Michigan, six lamps.

Michigan street, between Random and Kurl, eight lamps.

Michigan street, between Michigan and Washington, five lamps.

Beville avenue, between Michigan and Washington, five lamps.

Johnson avenue, between Michigan and Washington, five lamps.

Random street, between Ohio and Washington, four lamps.

Temple avenue, between Washington and Ohio, two lamps.

Michigan street, between Archer and Arsenal, two lamps.

King street, between Archer and Hanna, two lamps.

Vernon street, between Archer and Hanna, one lamp.

The engineer also recommended an electric lamp on Pine street, at the railroad crossing, and the corner of the street.

Eight cannot get the lights until the board makes some light contracts, and there seems to be no immediate or future prospect of doing so.

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## MINOR CITY MATTERS.

Local News Notes.

Mr. and Mrs. W. G. Sherman left yesterday for Coney Island. Long Branch and Saratoga.

James Jacobs was arrested at Little's Hotel yesterday charged with enticing a girl to lead a bad life. The girl is seventeen years old.

Dr. James M. Townsend, of Washington, D. C., will lecture at Vermont-street Church this evening. Subject, "Rebellion Against Reason, or Darkest America." He lives at No. 110 South Noble.

Marriage licenses were issued yesterday to Walter W. Barton and Carrie F. Collins, Dennis J. Donavan and Annie M. John, John G. Prinz and Hattie P. Francis, William Harting and Carrie Cook, Francis M. Hager and Lillie Linn.

Personal and Society.

Mrs. John Dean is visiting her parents at Grand Rapids, Mich.

Mrs. Marsh Stevens, of Rushville, is visiting friends in the city.

Miss Alice Ross returned home last evening from her Eastern trip.

Mrs. Joseph K. Sharpe, jr. are spending a few days in Chicago.

Mr. W. P. Gallup and Maj. Charles L. Hulstain have gone to West Baden.

Mrs. Henry Severin and Mr. and Mrs. John Walk have returned from Put-in-Bay.

Controller Woolen and wife are home from the Magnetic Springs at Eton Rapids, Mich.

Mr. and Mrs. John W. Ray, who have been making an Eastern trip, returned last night.

Mr. Elmer Chambers and daughter, of Danville, are guests of Mrs. F. T. Lee on Ruckle street.

Miss Jennie Kallston returned yesterday from a three weeks' visit to friends at Batavia, Mich.

Mr. Oliver T. Morton, who has been spending several weeks in Europe, will arrive home to-day.

Mrs. Herve Bates is seriously ill at the residence of her daughter, Mrs. John O. Perrin, in Lafayette.

Mr. John Martindale came down from Chicago yesterday to visit his parents on North Meridian street.

The Nobiscuset party, which includes about twenty Indianapolis people, is expected home next week.

Mr. J. Buxby, of New Albany, is visiting Mrs. J. Buxby, at No. 377 North Delaware street.

Mrs. William Daggett and Mrs. William Allen, who have been summering at Maxinkuckee, returned yesterday.

Mr. and Mrs. McCormick and little daughter, of Woodruff Place, have returned from Put-in-Bay and the northern lakes.

Mr. and Mrs. Henry Coburn and daughter, of Lake Wood, N. Y., have returned home.

Mr. A. L. Milburn gave a backboard ride to quite a large party of children last evening. They went to Allisonville for supper.

Mr. Allison Maxwell and children and Miss Alma Routh, who have been spending the summer at Kenosha, Wis., returned home yesterday.

Miss Jessie Hughes and Miss Grace Gaston have returned from Canton, O., where they have been visiting Mrs. Robert A. Miller for several weeks.

Miss Louise and Francis Maxwell, of Bloomington, on route home from a month's sojourn at Ocean Grove, are guests of their sister, Mrs. Vinson Carter, at her new home on North Pennsylvania street.

Mrs. Thomas J. Christian and Miss Ella Holmes have returned from their trip to Put-in-Bay, Cleveland and the lakes. Miss John L. Dwyer, of New Albany, is visiting, accompanied by her cousin, Miss Hogshead.

Dr. and Mrs. F. C. Woodburn entertained a few friends handsomely at dinner last evening at 725 North Pennsylvania street. Dr. and Mrs. Porter will go to Maxinkuckee to-day.

General John T. Wilder, of Wilder's mounted brigade, was in the city yesterday, en route for Worthington to attend a convention of the United States Cavalry.

General Wilder now resides at Jackson City, N. C.

A number of young men gave a driving party last evening to the residence of Miss Langhlin, of Cincinnati, who is visiting Mrs. Charles Maguire on North Pennsylvania street. Miss Langhlin will return home to-day.

Mr. and Mrs. M. B. Wilson gave an elegant dinner Tuesday evening in honor of Miss Rosier, of Buffalo, N. Y., who is the guest of Mr. and Mrs. F. T. Lee, at the residence of Mr. and Mrs. James M. Winters gave a tea for the same young lady.

Mr. and Mrs. William Herle and daughter, of Indianapolis, returned to the city after a month's sojourn in Europe. They returned earlier than expected on account of the serious illness of Mrs. Herle's brother, Mr. George H. Hest, of the Grand Hotel.

The members of Fletcher-place Church club gave a party last evening in the church parlors. Several hundred people were present, and two large tents were in the grounds. The party was a success, and the members were well pleased.

The ladies of Roberts Park Church gave a lawn fête last evening in the church grounds. Several hundred people were present, and two large tents were in the grounds. The party was a success, and the ladies were well pleased.

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## NEW YORK STORE

(Established in 1853.)

Have you visited that bright corner in our basement that is devoted to the exhibit of the wares made in Japan? If not, you are missing much that should interest you—certainly would benefit you—even though you only looked at and did not buy any of the many curious things to be seen therein.

To-day Special Bargain Tables will contain the following items—

Lacquered Gold and Handkerchief Boxes. 15c

Oval Bread Plates. 15c

Oval Fruit Dishes—set of 6. 15c

Tokio Cups and Saucers. 15c

A Straw-Work Table contains, amongst other things—

Cat Baskets. 1c to 25c

Work Baskets. 15c

Table Mats—each. 35c, 50c and 75c

Bread Baskets. 15c

Straw Rose Jars. 35c

PETTS DRY GOODS CO.

foreclose an \$8,000 mortgage on the Mozart Hall saloon.

The Criminal Court record relating to the trial and conviction of Leonard E. Reinhold, for conspiring with the leaders of the Horton gang to commit burglary, were filed in the Supreme Court yesterday.

Elizabeth Trost, Elizabeth Trost's tenant. She had two rooms, and after living in them for a while became sick. She has asked for \$5,000 damages because, as she alleged, the rooms were kept out of repair and were damp and unhealthy.

John Seudder returned to theivery business after selling out to Joseph Platt, who in turn sold to Jonathan Stewart. Seudder is alleged in a complaint filed in the Superior Court yesterday by Stewart, agreed to keep out of the business here for five years, wherefore the plaintiff wants \$5,000 damages.

The Court Record.

Superior Court.

Philip